

Navy
Boxer Packs a Punch



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ALL HANDS

MAGAZINE OF THE U.S. NAVY

FEBRUARY 2003

Low-Level *Flying*

***LCACs Take the Fight to the Beach...
and Beyond***



[Number 1030]

All HANDS

32 A Life of Music

February

[On the Front Cover]

LCAC 13 is guided into the well deck of **USS Belleau Wood (LHA 3)**. Join us as we talk to the crew of LCAC 13 and find out what life is like aboard an LCAC.

Photo by JO1 Craig Strawser

[Next Month]

Maritime Intercept Operations keep the Navy busy in the Arabian Gulf. *All Hands* takes a close look at MIOs and more ops in the Gulf area.

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Photo by PH3 Antoine Themistocleous

Musician 3rd Class Matt Leder lives for his music. After jazzin' up his days as one of Navy Band New Orleans' top trumpeters, he spends his nights playing in some of the "Big Easy's" best-known clubs.

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Photo by PHC(AW) Johnny Biviera

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ADM Vern Clark, Chief of Naval Operations, has announced a broad range of initiatives to ensure the Navy stays ready to fight and win in the 21st century.

And We Have 16 Liftoff

You're packed tight in the cabin. The engines whine, the craft starts to vibrate and suddenly you lift off into the air. But this isn't your typical catapult shot from a carrier. Instead, you're along for the ride on one of the most versatile pieces of amphibious assault equipment in the Navy's arsenal.



Photo by JO1 Craig Strawser



Photo by PH2 Bob Houlthar

24 The Boxer

It is said that the eyes are the windows to the soul, and anyone looking into the eyes of Aviation Ordnanceman 3rd Class Marcos Soto sees the fire and determination he has to make it to the top of the boxing ladder.



The Daily Grind

Photo by PHC Daniel E. Smith

Sparks fly as a welder at **Naval Station Bremerton, Wash.**, removes a cracked crown pin from a 30-ton Navy standard stockless anchor. The port side anchor, belonging to the nuclear-powered aircraft carrier **USS Carl Vinson (CVN 70)**, is undergoing a refit prior to the aircraft carrier's upcoming underway schedule.



Hawkeye Heads Home

Photo by PH3 Tyler Clements

Sailors watch an **E-2C *Hawkeye*** as it prepares to land on **USS *Abraham Lincoln*'s (CVN 72)** flight deck after a full day of flight operations.

Speaking with Sailors

Master Chief Petty Officer of the Navy
MCPON (SS/AW) Terry D. Scott

This question is from a recent MCPON all hands call in San Diego

Q: I've heard a lot of talk about the CNO's vision for the Navy called "Sea Power 21." How will this affect me and my career?

A: The Navy we serve in today is changing at an incredible pace. And to fulfill our mission and navigate the challenges ahead, we need a clear vision of how our Navy will organize, integrate and transform. "Sea Power 21" is that vision.

It's going to enable us to align our efforts, accelerate our progress and realize the potential of our people. **Sea Power 21** will guide our Navy as we defend our nation and defeat our enemies in the uncertain century before us.

To break it down simply, **Sea Power 21** is comprised of three concepts. **Sea Strike** is the projection of offensive power; **Sea Shield** is defensive power and **Sea Basing** is the projection of U.S. sovereignty. You are a key part of this strategy.

For this strategy to be successful, we have to properly prepare, train and develop *you*— the people who will make it work. "Sea Warrior," the personnel component of **Sea Power 21**, is the piece that's going to ensure this. **Sea Warrior** is the part of **Sea Power 21** that will most directly affect you.

Sea Warrior will work to achieve greater combat effectiveness by instituting a learning continuum for all Sailors. By investing in Sailors with innovative

training and detailing, we can ensure our Navy has the right skills in the right place at the right time. **Sea Warrior** implements our Navy's commitment to the growth and development of all Sailors.

In the past, large crews on our ships were the key-stones to accomplishing their missions. Today, the smaller, all-volunteer crews of modern warships are streamlined teams of experts who collectively operate some of the most complex systems in the world. With more effective detailing and manning programs,

and new platforms requiring smaller crews, we'll need Sailors who are highly educated and expertly trained.

You've undoubtedly heard a lot of talk about **Task Force Excel**, and the role it plays in this revolution in training. And because this revolution in our education process calls for cultural changes, it will be an ongoing and evolving effort.

We know that we cannot just focus on the new Sailors coming up our brow — it's also very mindful of Sailors who are already well into their Navy career. All Sailors will be given a clear career roadmap, outlining how they progress from seaman to master

chief or from ensign to admiral.

Another initiative central to **Sea Warrior** is **Project SAIL** (Sailor Advocacy through Interactive Leadership). **Project SAIL** is moving the Navy toward an interactive and incentivized distribution system that includes guaranteed schools for high-performing, non-rated personnel, team detailing, Internet job listings, an information call center and expanded detailer outreach.

Our goal is to create a Navy in which all Sailors — active-duty and Reserve, afloat and ashore — are optimally assessed, trained and assigned so that they can contribute their fullest to mission accomplishment.


To learn more about **Sea Warrior**, and how it will shape and develop your career, you can go to www.news.navy.mil/local/cno. 

Photo by JO1 Preston Keres



Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

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All Hands
Recipient of the following
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for 2000-2002:



Editor,

It has been 10 years since we published *Winds of Change: The History of the Office of the Master Chief Petty Officer of the Navy*, so you can imagine my surprise when I opened your August issue to the article on "The Office" quoting the forward from the book.

It took me full circle to the time I spent researching through old issues of *All Hands*. Writing one chapter at a time, one MCPON at a time, I used the magazine to help me stay on course, balance and validate information gathered from interviews and maintain a Navywide perspective. From the first to the newest, the MCPONs have used *All Hands* as a two-way communication tool with Sailors. In fact, the initial recom

-mendation to establish "a senior enlisted man in the Navy billet" came through *All Hands* "Four Star Forum" in 1964 from a Sailor. Congratulations to both MCPON Scott and to *All Hands*! The best just keep getting better.

JOCM Charlotte Crist
U.S. Naval Reserve

Editor,

I'm a CTR1 in the Reserves. I spent nine years on active duty and have six years in the Reserves. I love the magazine, but I

Mail Call

Letters to the *All Hands* Editor

would like to see more sports coverage of intramural basketball, softball, etc., from various Navy commands around the world.

I played basketball and softball in Misawa and Okinawa, Japan, and competed in some very prestigious tournaments overseas. It would be great to see some of my shipmates playing ball in pictures.

Go All Hands!

Corrections:

August 2002

The helicopter in the photo on the bottom of Page 46 should be an H-19 and not an H-34.

October 2002

The dental team photo on Page 11 should have the correct rate of DN for an E-3.

December 2002

The hull number for **USS Nimitz** should be (CVN 68) on Page 13.

CTR1 Kirk Jones
Tampa, Fla.

You've Got a Problem?

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Third Fleet Orchestrates Largest Navy Force Protection Exercise

The bridge of USS *Oldendorf* (DD 972) was filled with commotion as orders and information were passed during a recent Force Protection Exercise (FPEX).

An integral portion of the exercise was set at Pier 8 on Naval Station San Diego, where a slew of scenarios took place. *Oldendorf* was the central hub of information for the pier.

The purpose of an FPEX is to test deployable ships for the possibility of a real-world attack. A number of random injects, ranging from unidentified small boats speeding around the harbor to unidentified protestors assailing the pier gate, were part of the Commander, U.S. 3rd Fleet (COMTHIRDFLT)-managed FPEX. It was the Navy's largest FPEX to date.

"It was the largest because it encompassed three different areas. It required excellent command and control and communications amongst the battle group participants," said CAPT Bob Rochfort, COMTHIRDFLT force protection training officer.

This FPEX included seven ships and more than 5,000 Sailors participating in exercises in San Diego, Bremerton, Wash., and Pearl Harbor.

"We do these exercises to assess the ship's posture of readiness to go overseas. But also, to test command and control within the battle group

itself. That's an important factor," said Rochfort. "When we do assess them, we're able to view potential vulnerabilities the ships have in time to get them fixed before they hit a [foreign] port."

The scenarios? Four Navy ships were moored at a pier in a foreign nation. That nation's patrol boats and security force recently went on strike, leaving the U.S. ships to fend for themselves in unfamiliar territory.

"This force protection training is in response to terrorist actions that have actually happened and killed dozens of

Sailors [during] the last 10 years — going back to the mines against USS *Princeton* (CG 59) and the attack against USS *Cole* (DDG 67)," said CDR Chuck Gaouette, commanding officer of *Oldendorf* and Pier 8 senior officer present afloat (SOPA).

"This is the real war. Everything else is a possible war, but this is response to a real war that we're actually fighting now. This should be the area that we're best at."

As the Pier 8 SOPA, Gaouette's job was to coordinate all the resources of the ships located on the same pier. USS *Benfold* (DDG 65), USS *Rushmore* (LSD 47), USS *Fitzgerald* (DDG 62) and *Oldendorf* all shared the same goal during this intense three-day exercise. They worked

together as a team to combat the situations thrown at them.

Planning the exercise across three days afforded the COMTHIRDFLT FPEX team time to test every Sailor on the participating ships, ensuring a thoroughly trained battle group.

Ships have daily duty sections, but when a small boat or an aircraft threatens the ship, you don't just respond with the duty section," said Gaouette. "You respond with everybody from the CO down. Throwing a lot of manpower at it seems to be part of the learning curve."


With quality training in hand and a fundamental knowledge base to build on, our deployable Sailors now have the experience to deal with any contingency.

"At best, this training will

Force Protection Team Member, FCC3 Pellegrino, has her gas mask on and her shotgun ready to deter unauthorized personnel from gaining access to the ship's pier. Force Protection involves Sailors responding to various potential scenarios of intruder or terrorist activity on or near U.S. Navy ships or installations.

Photo by PH1 Edward G. Martens

keep our Sailors from having to respond to a serious threat because ultimately, we're training them to solve these situations before they escalate. The safety of our Sailors is paramount and that's why we do these exercises," said Rochfort.

For related news, visit the Commander, 3rd Fleet Navy NewsStand page at www.news.navy.mil/local/c3f. 

Story by JO2 McClain Shewman who is assigned to the public affairs office, 3rd Fleet

Navy Stands Up Center for Service Support

One of the latest products of the Navy's Revolution in Training, the Center for Service Support (CSS), provisionally stood up operations Oct. 1.

The Navy Supply Corps School (NSCS), Athens, Ga., is the site of the new learning center, which is designed to be the knowledge manager for 16 enlisted ratings: aviation storekeeper/storekeeper; disbursing clerk; draftsman; journalist; lithographer; legalman; mess management specialist; musician; navy counselor; postal clerk; photographer's mate; personnelman; religious program specialist; ship's serviceman; and yeoman.


The CSS will be directly responsible for the personal and professional career development of more than 46,000 enlisted Sailors in the logistics, administrative and media ratings. The center will also be responsible for establishing and maintaining the highly detailed professional development continuums that define the knowledge, skills and abilities (KSAs), Sailors

must master to achieve specific career milestones.

The supply school's record of training excellence and focus on service oriented training, including logistics and supply, make Athens a natural fit.

"The center is new business for NSCS, but its location in Athens is a testament to the reputation of the school as a center of excellence in Navy education and training," said CSS Commanding Officer CAPT Bob Monette, who will continue to guide the NSCS as its commanding officer as well. "I highly encourage everyone involved in these enlisted communities to go to the Web site and see what we are doing and provide feedback. The revolution is for Sailors, we need Sailor input to be successful."

To learn more about the Center for Service Support and the Navy's Revolution in Training, log onto www.nko.navy.mil

For related news, visit the Naval Personnel Development Command/Task Force EXCEL Navy NewsStand page at www.news.navy.mil/local/tfe. 

Story by LT Andy Gist, assigned to Navy Supply Corps School, Athens, Ga.

From GQ to CQ, Carl Vinson Changes Course

One level below USS *Carl Vinson's* (CVN 70) flight deck, Marine Corps Capt. Ben Wilson sits in his ready room, casually talking with fellow "Rough Raiders" from Strike Fighter Squadron (VFA) 125 about his upcoming flight.

Wilson and many other aviators recently embarked *Carl*

Vinson to begin their last phase of training before becoming fleet aviators — completion of carrier qualifications (CQs).

Despite his laid-back demeanor, the Kingsville, Texas, native admits that being hurled from one of *Vinson's* four catapults in an F/A-18 *Hornet* has him feeling a "strange mix of fear and excitement."

"I think you'd be nuts not to be nervous," he said. "For a carrier-based aviator, this is it."

For the crew of *Carl Vinson*, flight operations require focus and teamwork for long hours of launching and recovering aircraft flown by the Rough Raiders and other participating fleet reserve squadrons. The flawless execution of action on the flight deck will not only put months of training to the test, but it will also provide invaluable instruction for new flight-deck personnel.

"Our role is to provide a safe, stable landing facility for these new pilots," said CAPT Michael C. Manazir, *Carl Vinson's* executive officer. "We have to tailor what we do on the flight deck to their mindset,

which is not the same as a fleet aviator."

Wilson and the other aviators in training weren't the only rookies on *Vinson's* flight deck during the carrier qualifications. Several Sailors from *Carl Vinson's* air department experienced launching and recovering aircraft for the first time.

"I received a lot of training and descriptions about how the flight deck works at 'A' school, but books can't describe it," said Aviation Boatswain's Mate Airman Ousmane Banbu, who works on the ship's catapults. "This was my first time actually working with aircraft on the flight deck. It's stressful and tiring, but I wouldn't want any other job."

For Wilson, becoming an aviator was a fulfillment of a life-long dream.

"When I was a kid, I would watch the jets flying around my house from a nearby base," Wilson remembered, "and I knew that is what I wanted to do with my life."

After successfully completing 10 launch-and-recovery cycles, Wilson raved about the experience. His fervor for aviation

Shipmates

Information Systems Technician Seaman (AW) Arriel Dwight,

a computer technician assigned to Air Test and Evaluation Squadron (VX) 1, Naval Air Station Patuxent River, Md., was selected as VX-1's Blue Jacket of the Quarter, 3rd Quarter 2002. She has received her Information Systems Administrator NEC through on the job training and qualified as Enlisted Aviation Warfare Specialist. Dwight also assisted NAVAIR EDS with the downloading of more than 210 squadron login accounts and 190 computer and laptop systems on NAVAIR/NAWCAD Wide-Area-Network to meet profile requirements for the Navy/Marine Corps Intranet transition.





Photo by PH3 Inez Lawson

An F/A-18 Hornet assigned to the “Rough Raiders” of Strike Fighter Squadron (VFA) 125 keeps its tailhook up during carrier flight deck training exercises. New pilots conduct “touch and gos” before attempting a full tailhook arrested landing on the ship’s flight deck. VFA-125 is stationed at Naval Air Station (NAS) Lemoore, Calif.

remained unchanged.

“Getting shot off the front of an aircraft carrier is an experience that can’t be compared to anything else,” he said. “Even after 10 launches, it’s still exciting, and I imagine it will be just as exciting when I reach 1,000 launches.”

The determination of the junior aviators and the tireless

dedication of Carl Vinson’s flight-deck crew resulted in the successful and timely completion. On the final day of CQs, Manazir, a seasoned F-14 Tomcat pilot, was offered a flight in one of the Navy’s newest aircraft, the F/A-18F Super Hornet.

“The commanding officer of VFA-122 extended the offer to take me for a backseat ride,” said

Manazir. “It was my first time in an F/A-18F. It was spectacular.”

Taking to the skies was more than a chance to get in the cockpit for Manazir. It was also a unique opportunity to examine the choreographed efforts of his flight-deck troops in their trademark, multicolored jerseys.

“It was neat to be able to observe the flight-deck crew doing what they do best out there ... because the only place that you can get the real assessment of how the flight deck’s running is from the cockpit,” said Manazir. “To have the CO or XO as senior aviators go out and evaluate their own ship’s performance is a unique opportunity to not only observe our troops doing their best, but also to evaluate what we can improve upon.”

For related news, visit USS Carl Vinson’s (CVN 70) Navy NewsStand page at www.news.navy.mil/local/cvn70.

Story by JO3(SW) Mat Sohl, assigned to the public affairs office, USS Carl Vinson (CVN 70)

TSG Boarding Team: There’s No Ocean Wide Enough to Hide In

On a day of high seas, 120 miles off the coast of Brazil, the deck crew of USS Thomas S. Gates (CG 51) lowered the rigid-hull inflatable boat (RHIB) to sea. The 13 members of the boarding team quickly embarked the boat and sped away, negotiating 7-foot swells that caused the RHIB to continuously become airborne and splash back down on the surface.

The objective of this wild ride was to conduct maritime interdiction operation (MIO) training against a ship suspected of carrying illegal cargo.

In an effort that required all his skill and concentration, the coxswain got the RHIB alongside and fought the surge to maintain the boat steady enough to allow the boarding team to climb up the side of the vessel. Once embarked, the team dispersed aft, below decks and to the bridge to swiftly gain control of the vessel.

“They have three main goals: take control of the bridge, the engineering plant and the crew,” said Senior Chief Gunner’s Mate Dionicio Delgado, the MIO/VBSS (visit, board, search and seizure) boarding team leader.

The only difference from this training MIO to an actual one is that this time, the ship boarded was a friendly Spanish ship, SPS Reina Sofia (F 84), playing the role of a suspicious vessel.

“The sea state was a challenge during training. But the training was worthy, because we need to train not only in calm seas, but also on rough water,” said Delgado. “When we’re con-

ducting MIOs, we don’t get to choose the sea conditions in which we want to operate.”

Thomas S. Gates conducted this training as part of UNITAS XLIII, the largest multinational naval exercise conducted in the Americas. During the Atlantic phase of UNITAS, 12 surface combatants and two submarines, in addition to helicopters and P-3C aircraft from six nations, conducted a variety of traditional at-sea missions such as undersea, anti-surface and anti-air warfare. Counter-drug operations, special warfare and maritime interdiction training also played a key role in this phase of the exercise.

“We took a very aggressive approach to training during our deployment to the U.S. Naval Forces Southern Command operating area,” said LT Tracy DeWitt, Thomas S. Gates’ weapons officer. “The training paid off. We were very successful in the deployment and were selected to be in charge of the UNITAS MIO exercise, where we coordinated a six-ship, multinational MIO mission.”

MIO boardings are inherently risky evolutions, and focus on safety is paramount: Tactical vests should fit, weapons should be properly carried, flotation equipment should be properly worn, and everybody must know exactly what to do. The boarding officer’s role is to interface with the ship’s master and inspect pertinent ship documents, while the assistant boarding officer provides security for the boarding officer and directs the movement of the search and security teams. Concurrently, the security teams isolate the crew, while the search teams inspect the vessel.

“Nothing gets left unturned,” said DeWitt. “They will search every compartment and void looking for contraband,

weapons ... anything that is not supposed to be there.”

Thomas S. Gates maintains two fully-trained VBSS/MIO teams at all times. The team members are rotated, varying the composition of the teams for each boarding depending on size of the vessel, compliance status and weather conditions.

“For me, one of the most important safety precautions is getting good bearings when you board the ship,” said Sonar Technician 2nd Class Thomas Murphy, a MIO/VBSS team member. “You should always look around and determine key points in case you have to back track quickly.”

To become a boarding team member, Sailors attend a two-week Visit, Board, Search and Seizure course, where they learn the levels of force, take-down procedures and search techniques and tactics for taking control of a ship, including rappelling. In addition, back aboard the ship, there is continuous training, including maintaining weapons qualifications, scenario-driven exercises and training in non-lethal force all the way up to deadly force.

“One major training resource we discovered was the Coast Guard Law Enforcement Detachment,” added DeWitt. “These guys provided expert, firsthand experience training to our team.”

But conducting a safe and successful MIO requires more than a well prepared boarding team; it is a total ship effort. The personnel at the Command Information Center provide initial contact information; the bridge watch then queries the vessel. The small-caliber attack

Time Capsule

This month we look back in the *All Hands* archive to see what was going on in the month of February. To view these issues in more detail on the Web, go to www.news.navy.mil/media/allhands/



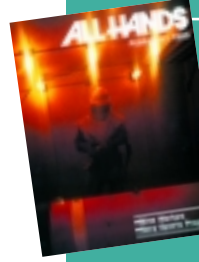
49 Years Ago - 1954

Our cover reflected plane captains and tractor drivers waiting their turns to jockey *Cougars* onto launching position on the flight deck of USS *Oriskany* (CVA 34). Inside, we featured stories on the building of several hundred new wooden-hulled mine sweepers, and took a close look at what our Sailors thought about their port call in Hong Kong and its many attractions.



29 Years Ago - 1974

The cover of this issue of *All Hands* shows a Royal Navy helicopter hovering over USS *Springfield* (CLG 7) during *International Teamwork*. There was also a feature on Linda Rutledge, America’s Junior Miss, and her decision to join NROTC. We also noted the change to Navy policy on military haircuts, which now allowed Sailors to wear their hair in reasonable civilian styles. This provided a boost in morale for many Sailors.



18 Years Ago - 1985

A Sailor from Mobile Mine Assembly Group, Charleston, S.C., was featured on the cover as he prepared to sandblast a practice mine. This month also featured Secretary of the Navy John F. Lehman Jr., during his trip to China. The Navy has always had a “zero tolerance” when it comes to drug use and *All Hands* looked at the Navy’s Drug Rehabilitation Center. Through a story called “The Beginning of a New Life,” we also highlighted what a Filipino must do to enlist in the U.S. Navy.

team positions to provide cover for the RHIB as it approaches the vessel, and the deck crew provides support for launching and recovering the RHIB.

From the Arabian Gulf to the Adriatic Sea, the U.S. Navy conducts MIOs to control the illegal traffic of drugs, weapons and oil and to enforce sanctions. In the Caribbean Sea, Thomas S. Gates stands the

watch for the security of our nation and of our neighbors.

For related news, visit the Commander U.S. Naval Forces Southern Command Navy NewsStand page at www.news.navy.mil/local/cusns.

Story by LTJG Ligia Cohen, assigned to U.S. Naval Forces Southern Command, aboard USS Thomas S. Gates (CG 51)



CNO Charts Navy's

▲ **"Establishing the Naval Personnel Development Command (NPDC) is not the end of the revolution ... it marks the beginning,"** said **Chief of Naval Operations ADM Vern Clark** to attendees of the command's establishment ceremony. NPDC will oversee creation and implementation of a new education system that is revolutionizing Navy training.

Photo by PHC(AW) Johnny Bivera

Chief of Naval Operations, ADM Vern Clark, recently praised Sailors for the Navy's tremendous successes in 2002 and announced a broad range of initiatives to ensure the Navy stays ready to fight and win in the 21st century, in *CNO Guidance 2003*.

Clark said the Navy will focus on winning the war on terrorism; protecting the nation and our forces; and achieving the Navy's *Sea Power 21* vision.

"It will require hard choices and determined leadership at all levels," said Clark. "We must challenge every assumption, and search for new and better ways to accomplish our tasks. We must refine requirements, conduct innovative opera-

tions and optimally allocate resources to achieve efficiencies and recapitalize the fleet."

Clark noted the Navy achieved tremendous success in 2002, both in the war on terrorism and in the Navy's Top Five priorities (manpower, current readiness, future readiness, quality of service and alignment).

"Our men and women operating in



▼ **The CNO addresses the crew** during a recent all hands call in the hangar bay aboard **USS Constellation (CV 64)**.

Photo by PH3(AW) Prince A. Hughes III

of sovereign, independent forces projecting power from the sea."

The Navy is currently the most ready it has ever been during its history, Clark added. Since Sept. 11, 2001, eight carrier battle groups, six amphibious ready groups and nearly 100,000 Sailors and Marines are deployed around the world in support of the global war on terrorism.

The CNO also said he is pleased with the progress the Navy has made in manpower and current readiness since *CNO Guidance 2002* was published.

"In last year's guidance, I challenged each of you to make our great Navy even better by enhancing mission accomplishment, deepening the growth and development of our people and developing innovative operational concepts and capabilities ... and you delivered," said Clark.

"We are now enjoying the best manning I have witnessed in my career. Our investment in personnel readiness was merely the foundation. Your

Course for 2003

◀ **ADM Vern Clark takes time** to talk to about 100 local Navy Reservists and Naval Reserve Officer Training Corps (NROTC) cadets gathered at the plaza of Paul Brown Stadium, Cincinnati, Ohio, telling them that the Navy is "ready to do whatever our commander-in-chief tells us to do."

Photo by PHC(AW) Johnny Bivera

the air, on and under the sea and on the ground are at the leading edge of the global war on terrorism," said Clark. "Forward-deployed, combat-ready naval forces – sustained by naval and civilian shipmates around the world – are proving every day the unique value

efforts were the reason for our operational success. You encouraged our people to excel and focused them on mission accomplishment.

"We have the most ready force in our history. During the past year, our investment in training, spare parts, ordnance and fuel accounts enabled our fleet to be ready earlier, deploy at a higher state of readiness and build a more responsive surge capability. These investments were vital to sustaining the war on terrorism and assuring friends and allies with our global response."

He added that our on-going success in manpower and current readiness allowed

Achieving *Sea Power 21* – CNO Sets Specific Goals in *CNO Guidance 2003*

To win the war on terrorism, protect the nation and our forces, and keep the Navy the best it has ever been, **Chief of Naval Operations ADM Vern Clark** has set specific goals in *CNO Guidance 2003*.

“As we look to the future, we must transform to retain the advantage against innovative and determined enemies. *Sea Power 21* (the Navy’s strategic vision for the 21st century) provides the framework to align, organize and integrate our Navy to meet the wide array of challenges that lie ahead,” said **Clark**. “This will require accelerating operational concepts and technologies to improve war-fighting effectiveness and enhance homeland security; shaping and educating our force to operate tomorrow’s fleet; sustaining readiness; and harvesting efficiencies to invest in the Navy of the future.

• **Manpower** – The Navy will accelerate the *Sea Warrior* plan, one of the implementing initiatives of *Sea Power 21*, to fully develop Sailors “who are highly skilled, powerfully motivated and optimally employed for mission success.” A key effort includes *Project SAIL* (Sailor Advocacy through Interactive Leadership), which will revolutionize the detailing process by putting more choice in the system for both the Sailor and the gaining command. Additionally, every Sailor must be assigned a mentor.

• **Current Readiness** – The Navy will continue to invest in necessary training, equipment, supplies and ordnance, while more effectively achieving readiness from every dollar. The Navy will work to reduce gapped billets at sea by 50 percent, from last fiscal year’s 4,000 to 2,000. To increase force protection, the Navy will increase the number of master-at-arms to approximately 6,700 by the end of FY03. **Clark** also challenged the Navy to reduce class “A” mishaps by 25 percent.

• **Future Readiness** – The Navy will standardize the mission capabilities that support the operational concepts of *Sea*

Power 21: Sea Strike, Sea Shield, Sea Basing and *FORCEnet*. The Navy will deploy an Expeditionary Strike Group from each coast in 2003. The Navy will also work with the Missile Defense Agency to deploy an initial sea-based, ballistic-missile defense system by 2004. The Navy will develop flexible modules for littoral combat Ship missions.

• **Quality of Service** – The Navy will accelerate *Task Force EXCEL*, a key part of the *Sea Warrior* plan, which is revolutionizing how the Navy trains and educates its Sailors. **Clark** called for completion of the *Homeport Ashore* initiative to move all single sea duty Sailors to bachelor quarters and the elimination of inadequate bachelor housing. Basic allowance for housing out-of-pocket costs will be reduced to zero by FY05.

• **Alignment** – The Navy will pursue organizational and operational alignment to maximize war-fighting effectiveness. To better align joint warfare, the Navy will conduct war-fighter talks with the Marine Corps, Air Force, Army and U.S. Special Operations Command. The Navy

will establish a single claimant for all base operating support resources worldwide – Commander, Navy Installation Command. The Navy will establish DON civilian workforce communities.

Throughout *CNO Guidance 2003*, **Clark** stressed the need for the involvement of leaders at every level of the chain of command – from LPO to CPO to CO to CNO.

“In the future, we will use the extended reach of naval weapons and sensors to provide unprecedented power, protection and freedom to joint campaigns,” **Clark** said. “We will do this by exploiting the largest maneuver area on the face of the earth — the sea.

“By working together during 2003, we will build on our accomplishments to enhance our Navy’s effectiveness and our nation’s security.”



▲ **Chief of Naval Operations ADM Vern Clark** watches **CTT2 Cameron Hicks** of Franktown, Colo., monitor the computer during **Fleet Battle Experiment-Juliet (FBE-J)** onboard **USS Coronado (AGF 11)**. FBE-J is part of **Millenium Challenge 2002**, the largest and most advanced joint experiment of its kind to date.

Photo by PH1(AW) Johnny Rivera



▲ **Chief of Naval Operations ADM Vern Clark** mingles with Sailors in the hangar bay of **USS Constellation (CV 64)** during a short visit to the ship.

Photo by PH2 Felix Garza Jr.

the Navy to focus on implementing *Sea Power 21*. This vision provides the framework for accelerating operational concepts and technologies to improve war-fighting effectiveness and enhance homeland security; shape and educate our force to operate tomorrow’s fleet; sustain readiness; and harvest efficiencies to invest in the Navy of the future.

“The significant progress made during the past two years in manpower and current readiness makes it possible to place more emphasis on future readiness to transform our Navy for the challenges ahead. It will take the combined energy and teamwork of our entire Navy and Marine Corps team to achieve our vision, capture efficiencies and strengthen how we organize, train, equip and integrate to fight.”

The *Sea Enterprise* process, a key element of *Sea Power 21*, will enable



▲ **The CNO passes through** the Rainbow Sideboys as he is piped aboard **USS Constellation (CV 64)**. The ship is currently on a Western Pacific deployment.

Photo by PH3(AW) Prince A. Hughes III

the Navy to harvest efficiencies and reinvest savings to recapitalize and deliver increased combat capability.

The CNO added that the Navy will continue to invest in its “No. 1 resource” – Sailors.

“‘Growth and development’ is our byline, and I expect every leader to be

deeply involved in developing their ship-mates. Active leadership is making it happen today and will do so in 2003,” said **Clark**. “We will reward leaders who understand the challenges and through innovative and creative leadership, develop their people and accomplish the mission efficiently and effectively.”

Clark also challenged every leader to enhance war-fighting effectiveness at every level.

“Last year, I told you I wanted every leader to be evaluated on two things, their commitment to the growth and development of their people, and above all, to mission accomplishment. This year,

I want to elaborate on that guidance. I want each of you to understand that mission accomplishment means both war-fighting effectiveness and resourcefulness.

“Our Navy is the finest it has ever been and is getting better every day. I am

counting on you to continue our superb record of accomplishment and shape the Navy of tomorrow. Working together, we will achieve the vision.”

To read *CNO Guidance 2003, Sea Power 21* or for more information about the CNO, go to www.navy.mil/cno.

For related news, visit the Chief of Naval Operations Navy Newsstand page at www.news.navy.mil/local/cno.

Ham is assigned to the public affairs office, Chief of Naval Operations

► **LCAC 13 Loadmaster BM1(SW) Gary Adams** sits in forward lookout while the LCAC is on cushion. From this position, he serves as an extra set of eyes for the craftmaster and navigator who drive from the starboard side of the craft.



YOU'RE PACKED IN LIKE sardines in the cabin; you hear the engines spin up; the craft starts to vibrate and all of a sudden you lift off into the air. But this isn't your typical catapult shot from an aircraft carrier. Instead, you're along for a ride on one of the most versatile pieces of amphibious assault equipment in the Navy's arsenal, the **Landing Craft Air Cushion (LCAC)**.

"We have a bunch of different missions we can do," said **Boatswain's Mate 1st Class (SW) Gary Adams**, the loadmaster for LCAC 13. "The most common one is taking the Marines to shore. We take all their vehicles, from Humvees to LVSS, and we can even take the M-1 *Abrams* tank. We get them onto the beach, and they don't have to get their feet wet. They're happy to be able to hit dry land, and we can even go inland with them if we need to. We can also launch from over the horizon and approach at high speed."

And We Have Lift Off

► **As one member** of the six-man crew that keeps LCAC 13 ready for any mission, **GSEFN Cornelius Price** is responsible for duties far exceeding those of most E-3s in the Navy today.



▼ **Loaded with Marine Corps vehicles,** and awaiting orders, LCAC 13 stands ready to roll with just a few moments notice.



"I saw one of these come through the water and up onto the beach, and I was like, 'Wow!' It was unbelievable. I was pretty surprised at how versatile it is and how many trucks it could carry."



And We Have Liftoff



several feet of water above the coral, we can go right over them."

Chief Operations Specialist (SW) Douglas Martin, the navigator for LCAC 13, agreed with **Kennedy**. "With traditional landing craft, you can only hit about 20 percent of the world's beaches. We open that up to 70 percent. If there are coral reefs, or things like that, traditional landing craft just can't get through; it's got to be by an LCAC.

"Plus, we put the Marines' feet on dry beach, so they don't have to trample through the wet surf zone before they start their mission. They can also hit a lot more beaches, which means they don't have to transit as far."

Working closely with the LCAC Sailors is a great benefit for the Marines of the **31st Weapons Company Combined Anti-armor Tank (CAT)** platoon. **Cpl. John Randby**, a member of the team, said he was surprised the first time he saw an LCAC. "I saw one of these come through the water and up onto the beach, and I was like, 'Wow!' It was unbelievable. I was pretty surprised at how versatile it is and how many trucks it could carry."

The CAT team is comprised of six to seven machine-gun vehicles with .50 caliber and MK 19 machine guns, as well as the six TOW vehicles that operate the TOW missile systems. "We do different missions," **Randby** said, "like setting up screen lines, providing convoy security and clearing the path for large convoys. If we get into action, our machine gun vehicles will button up the tanks with suppressive fire, and the TOWs will move in and take them out."

The LCAC crew and the CAT team work with each other through work ups and during deployment. **Randby** said,

▲ **If a vehicle gets loose** while the LCAC is moving at high speed, it could cause some serious damage. **GSEFN Saliym Cureton**, who came to the unit straight from boot camp, takes pride in preventing that from happening. "You work hard here," he said, "but it can be fun."

LCAC 13's Craftmaster, **Chief Gas Turbine Systems Technician - Electrical (SW) William Kennedy**, explained why he feels the LCACs are important to the mission of the Marine forces. "There are a lot of coral heads out here," he said, "and a lot of the beaches haven't had hydrostatic testing done to ensure safe landing areas for the utility landing craft (LCUs). With the LCAC, if you have

► **A deck loaded down** with Humvees leaves precious little room to walk. Although **GSM1 (SW) Donald Jones** (right) serves as the craft's engineer, it's also part of his duty to ensure the vehicles are tied down properly and the Marines have their gear secured.



▼ **“We have a bunch of different missions** we can do,” said **BM1(SW) Gary Adams**, the loadmaster for LCAC 13. “We get the Marines on and off the beach, and they don’t have to get their feet wet.”



They also do search and rescue (SAR) missions, evacuations, supply runs, mail runs and troop transport.

“We can even hold 180 people

if we have our shelter set up on board.”



And We Have Liftoff



◀ **With their Humvees loaded** onto the LCAC and ready to roll, members of the Marine Corps’ **31st Weapons Company CAT Platoon** standby to head for the beach.

“We rely on them to get us on and off the boat. This is a great crew to work with. They help us out with the dirty jobs like keeping the vehicles clamped down, and they keep us informed about what’s going on.”

He said they’ve never had any of the problems you sometimes hear about when Sailors and Marines work together. “Everybody gets along like one unit. We need these guys to get our job done, and the teamwork really works out good.”

In addition to moving the Marines and their equipment, **Adams** said they also do search and rescue (SAR) missions, evacuations, supply runs, mail runs and troop transport. “We can even hold 180 people if we have our shelter set up on board.”

With their varied mission capability, the small, closely-knit crew of LCAC 13 must work very hard to stay operational.

Gas Turbine Systems Technician - Mechanical 1st Class (SW) Donald Jones, the chief engineer, said it can sometimes be difficult keeping the LCAC ready. “By myself, I couldn’t do it,” said

Jones. “But with the help of the deck mechanics, the maintenance team and the chief’s knowledge, we keep her running good.”

Jones ensures LCAC 13 stays ready to go by involving every member of the crew with all aspects of LCAC engineering. **GSEFN Cornelius Price IV** said that’s one of the best things about working on the LCACs. “You’re always learning new things,” he said. “If something breaks, you get to be involved with fixing it, and that gives you the knowledge of what to do if it ever happens again.”

A fireman involved with high-level maintenance? In the LCAC world, you can count on it. **Martin** said that’s part of what makes it better than a “regular” Navy job. “Sometimes you can get lost in the big picture on a large ship. You sometimes hear junior Sailors saying that what they do doesn’t really matter. [My crewmen] know that what they do has a direct impact,” he said.

“If that LCAC goes down, they can’t move any cargo on or off this ship,” he added. “So those two junior guys who

► **At the end of a long day,** the LCAC crewmen find time to reflect on what they've done and what tomorrow's missions will bring.



▼ **While mist is kicked up** by her high-power engines, LCAC 13 is slowly guided into the well deck of **USS Belleau Wood (LHA 3)**.

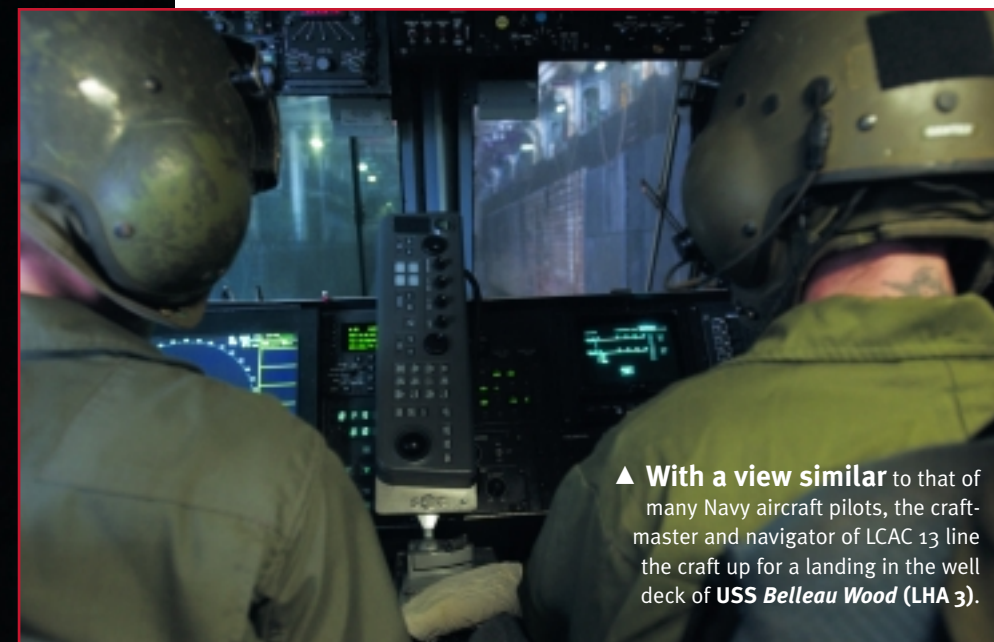


"Out here, we've been on station for about six weeks, and we've already got 120 hours out."

It just takes a massive amount of work for our guys to keep that boat running like that."



And We Have Liftoff



▲ **With a view similar** to that of many Navy aircraft pilots, the craft-master and navigator of LCAC 13 line the craft up for a landing in the well deck of **USS Belleau Wood (LHA 3)**.

might be cleaning bilges on a bigger ship are an integral part of this ARG. They have to be. They have to know their job, and they have to keep the boat running. It really gives them a sense of pride and satisfaction at getting their job done."

Keeping up with the maintenance on these craft is no easy task with the schedule they're running. "At any given time, we're required to keep 20 hours of proficiency per quarter," said **Martin**. "Out here, we've been on station for about six weeks, and we've already got 120 hours out. It just takes a massive amount of work for our guys to keep that boat running like that."

Kennedy agrees with **Martin**, and says he's very proud of the effort his Sailors put forth. "One day, we off-loaded the entire ship by ourselves. It was 15 loads in 11 hours, and we were averaging six minutes on the beach. If you do it right, you can load 13 Hummers in about 20 minutes," said **Kennedy**.

He said he's been most impressed with the way his junior Sailors are operating. "I've got two firemen down there who have never seen a ship. They don't even know what shipboard life is like, but now they're out here working at the tip of the spear. They're operating at the level expected from a 2nd class. They just know that they have to produce."

Although they know their job is a lot of hard work, and they realize the importance of what they do, the crew of LCAC 13 say they wouldn't be happy doing anything else.

As **Price** summed it up, "LCACs are a fun thing to do. You've got to be really into it because you're 'on call' on the LCACs, but every time the engines turn and you go up on cushion, you're reminded just how exciting this job is." ■

Strawser is a photojournalist and assistant editor for All Hands

The BOXER

It is said that the eyes are the windows to the soul and anyone looking into the eyes of Aviation Ordnanceman 3rd Class Marcos Soto sees the fire and determination he has to make it to the top of the boxing ladder.

GROWING UP IN SAN JUAN, PUERTO RICO, AND coming from a long line of baseball players, everyone assumed Marcos Soto would do the same. His brothers played base-

ball, his cousins played baseball, one cousin even went on to play pro ball for the Florida Marlins.

But Soto had a different idea, "I remember watching my father box," he said "and it left me in awe of him."

"I was curious to see if I could do it," said Soto, who launched his amateur boxing career at the age of nine.

"I grew up in a pretty tough neighborhood outside San Juan, and used to get knocked around a lot when I was little. So I guess that got me prepared for the ring," he remembered.



The BOXER

I was 17 years old when I went to my first Golden Gloves tournament, Soto said. The Golden Gloves is a prestigious amateur boxing tournament and it's an honor to just be there.

◀ Like a scene out of "Rocky," part of Soto's early morning routine is the stairs at Mount Trashmore, a Virginia Beach park; five times up and five times down.



My dad used to call me Tonka like the toy trucks because I could get slammed around, but I never broke.

"My dad used to call me 'Tonka' like the toy trucks, because I could get slammed around, but I never broke," Soto continued.

By the time he was a teenager, when a lot of kids were getting into fights and skipping school, Soto could be found at the local gym working with the gloves.

"To me, boxing is a necessity. I did it once and I was addicted. Boxing is like a drug, and so it becomes everything. It is my life," said Soto.

"My dad was so important to my boxing career. He wasn't so sure about it at first, but after a while he got used to the idea and started giving me tips and

helping me train. But above all, his character and his way of doing things helped me more than anything."

Training every day with his father as his coach, Soto competed in a national Puerto Rico Golden Gloves tournament.

"I was 17 years old when I went to my first Golden Gloves tournament," Soto said. "The Golden Gloves is a prestigious amateur boxing tournament and it's an honor to just be there. At that time, I competed in the 126-pound weight class, which is known as the featherweight division. After I won, I had a new-found confidence in myself which helped me go back to the tournament the following year to pick up my overall win."

At 132 lbs, he doesn't look much like Evander Holyfield or Lennox Lewis, but looks can be deceiving. "One of the best things about boxing is the competition," said Soto. "You can be the biggest, strongest guy in the ring, but if you're not quick and smart too, you're done."

After joining the Navy five years ago, Soto reported to USS *George Washington* (CVN 73) and found himself in a situation where he needed to be very flexible with his training and able to use some unconventional methods. "I was working 12 hours on; 12 hours off, so I kind of had to improvise my training schedule," said Soto.

"I had a good buddy on the ship; A03 Chris Tucker. He was like my brother – we did everything together. Chris helped me work out every day for three or four hours and would spar and do glove work in the hangar bay," Soto continued.

After a while, other members of the crew got curious and would show up to



▲ Fire, determination and dedication are Soto's secrets to success, and it's obvious when you look into his eyes.

The BOXER

Boxing is my life,



▲ **Up and around at 4 a.m.,** Soto's first workout is done before most people are even out of bed in the morning.



▲ **Soto wraps his hands** before a workout at his gym.

watch. That led to more sparring partners, and eventually Soto was sparring with two or three people each training session.

"It wasn't like being in the ring at a gym, but at least it helped to keep my skills sharp.

"Usually, I wouldn't run into many issues while I was training out at sea, except for the occasional person upset that someone might get hurt while sparring," Soto said.

These days, Soto jumps out of bed every morning around 3:45 a.m., and begins a workout that would leave most people begging for mercy. Before work,

Soto said. When I'm not working, everything is about training and getting into the ring. There have been times when everything else in my life was bad and boxing has really kept me sane and allowed me to keep going no matter what.



◀ **His fire** and determination are not just limited to the ring. Soto's passion carries over to all facets of his life – most importantly his work at VF-101.

he runs 3 miles, does 200 pushups, 200 sit-ups and shadow boxes for 30 minutes. All before he goes to work at NAS Oceana, Va., building and loading bombs at VF-101.

"The squadron has been really good about my training schedule and that's helped me make up for a lot of the ground I lost while being on sea duty," Soto said.

After work, the real workout begins "I usually spend about four hours at Beach Boxing in Virginia Beach with my trainers Kareem and Julio — shadow boxing, doing target practice, hitting the heavy bag and sparring.

"Boxing is my life," Soto said. "When I'm not working, everything is about

▼ **Soto believes his strength,** speed and boxing skills are at the level he needs, but his head game should be stronger.



The BOXER

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▲ “You can be the biggest, strongest guy in the ring, but if you’re not quick and smart, too, you’re done,” said **Soto** showing his blazing fast hands.

Soto still maintains his responsibilities to the Navy. I just reenlisted for six years, he said, and I could possibly get an Olympic shot.

to put time into training because if you want something you have to be willing to put in the effort. Nothing is ever just given to you.



▲ “Endurance is the key,” said **Soto**. His twice-daily training regimen works to keep that endurance level as high as possible

training and getting into the ring. There have been times when everything else in my life was bad and boxing has really kept me sane and allowed me to keep going no matter what.”

With two Golden Gloves tournaments, two high school championships and one college championship under his belt and a record of 42 wins, 1 loss and 28 knock-outs, **Soto** is ranked No. 2 in Virginia for the 132-lb. weight class.

Next on the agenda is working on either a promotion contract or a spot on

the **All-Navy Boxing Team**. **Soto** recently submitted a package for the Navy Boxing Team and is hoping to get accepted, because the boxing team is a level closer to what he might see at an Olympic tryout level.

But, **Soto** still maintains his responsibilities to the Navy. “I just reenlisted for six years,” he said, “and I could possibly get an Olympic shot. But, to get to a level to compete in the Olympics, I need to get better prepared mentally than I am now. Strength, skills and speed I have, but I

just have to get my head game stronger.

I have faith that no matter what I decide, things will work out for the best. For me, it’s nothing to put time into training, because if you want something, you have to be willing to put in the effort. Nothing is ever just given to you.”

Houlihan is a photojournalist assigned to All Hands

“My life has always been my music. It’s always come first, but the music ain’t worth nothing if you can’t lay it on the public. The main thing is to live for that audience, ‘cause what you’re there for is to please the people.”

— Jazz Trumpeter Louis Armstrong



THROUGHOUT THE MUSIC-FILLED ATMOSPHERE OF LOUIS Armstrong’s hometown; from world-famous Bourbon Street to the halls of Naval Support Activity (NSA) New Orleans; there is one Sailor who is living the jazz legend’s words to the fullest.

Like Armstrong, Musician 3rd Class Matt Leder lives for his music. In fact, Leder follows Armstrong’s mantra so much that his professional existence could be referred to as a double life. After jazzin’ up his days as one of Navy Band New Orleans’ top trumpeters, he spends his nights playing in some of the “Big Easy’s” best-known clubs.

When Your Career and Your Passion Coexist, Life Sounds Pretty Sweet

▲ **MU3 Matt Leder** a member of Navy Band New Orleans, stands under a lamppost in the famous Pirate’s Alley located off Bourbon Street in New Orleans.

Navy musicians often find themselves on the front lines – not in battle – but communicating through the international language of music. The Navy musician is not just a performer, but an ambassador representing both the Navy and the United States.



▲ **MU3 Leder's baby girl**
Katie is mesmerized by the sound of his horn as he practices at home.

"Being in the Navy Band is a really good thing, because not only are you doing a service for your country, but you have a steady paycheck, too. It gives me the ability to support my family without doing anything else," said **Leder** as he made his way to one of his nightclub performances. "I played on the outside before I got in the Navy, and [financially] it's really hard to be a musician and just do that."

Leder's trumpet-playing experience began at the age of 4, at the request of

his parents. His interest in music stuck, and after playing the instrument throughout his high school years, **Leder's** musical talent landed him a spot in the band at East Carolina University, Greenville, N.C.

Following a few years of study for a jazz performance degree, he left college and started his career as a professional musician. His credits include playing in several theater shows, along with several appearances on "The Lawrence Welk Show." He also toured with an Elvis impersonator around the southeastern United States.

After a few years of being a struggling artist, the wear and tear of the road began to get to **Leder**. Playing in a number of big bands, a couple of weddings and at dinner theaters, wasn't enough. He got tired of "hustling for money" and wanted a steady paycheck and security for himself and his family.

For **Leder**, there was only one answer. He decided to join the Navy.

Leder's process of joining the Navy was a little different than it is for most Sailors. Unlike other ratings, you have to be an established musician before you can become a **Navy MU**. "The musician rating is one of the few ratings that requires prior experience before you are even accepted," **MUCM Don Miller** said, as he explained the process of becoming a Navy musician.

Miller, the assistant director of Navy Band New Orleans, said, "It all starts with a phone call from the recruiter to set up an audition. If you are accepted, you then join the Navy, go to boot camp and then go to the military's School of Music.



► **It takes perfect finger coordination** for **Leder** to make his trumpet hit just the right notes.

▲ **In the spotlight**, Navy Band New Orleans' Big Band performs at the Baton Rouge State Festival.

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or some audiences, the Navy Band is their first and only interaction with the U.S. Navy, and with each performance the band expresses themselves as professionals, upholding the traditions and proud reputation of the rest of the fleet.

“Upon arriving you take an incoming audition,” **Miller** continued. “At the mid-point of the school they do another audition, which is called ‘Final 1.’ Then three months later they do one more, ‘Final 2.’ Before you become a designated fleet musician, you would have gone through four auditions.”

Despite how hard the process of becoming a Navy musician is, **Leder**

said a lot of Sailors still think MUs have it easy. “I think a lot of them don’t really know what we do. Some of them don’t even know we exist, and there are others who don’t understand how important our job is.”

Navy musicians often find themselves on the front lines – not in battle – but communicating through the international language of music. The Navy



▲ Even as the heat continues to rise under the stage lights, **Leder** and the rest of the band keep getting louder and more committed to performing the best show possible for their audience.



◀ **MU3 Katie Kramer** lead singer for the Navy Band’s rock band “Big Easy,” sings her heart out during the Baton Rouge State Festival.

musician is not just a performer, but an ambassador representing both the Navy and the United States. They travel around the world and perform for many different audiences, from the highest delegations to the smallest towns.

For some audiences, the Navy Band is their first and only interaction with the U.S. Navy, and with each performance the band expresses themselves as professionals, upholding the traditions and proud reputation of the rest of the fleet.

“The greatest tool that Navy music brings to the table is the ability to improve Navy awareness in the general public, both military and civilian,” said **LT David Hodge**, director of **Navy Band New Orleans**. “We have a slightly different mission as a smaller band, but produce the same product — representing our Navy to as many people as possible in our region.”

The small band of 35 musicians performs about 300 times a year throughout the southern United States. They cover the Gulf-coast states, from Texas all the way around to Florida, doing countless ceremonies, public concerts and even occasionally performing for official private parties.

Being such a small organization, it’s critical they operate as a fully-independent, functional group. When they reach their venue, it is the musicians’ responsibility to set up their stage and lights, and ensure they have a good sound system. Even though sometimes one is provided, they always make sure they have a back-up option. These Sailors take great pride in their hard work and the commitment it takes to bring the best show possible



▲ **Veteran New Orleans bass player, Richard Moten**, a talented artist with years of experience, shows just what he can do at the Royal Sonesta on Bourbon Street.

to the people.

Although sometimes there might not be a big crowd, the band still enthusiastically performs their various types of music for those who want to listen. From jazz and blues, to classical and Latin, they give their all to put on a good show. “There might be one or two people who come to see you play,” **Leder** said, “but just because there isn’t a big crowd, you still have to give 110 percent. You have to dig deep within yourself and put forth that effort.”

They may spend half their time on the road, and hours setting up, but once they are on that stage ready to perform, nobody questions why they are there. When they start to play, they know all the hard work is worth it. “We are out there waving the flag, stirring up patriotism in the hearts and minds of the American people,” said **Miller**.

Leder brings the same work ethic and

passion he has as a Navy musician to his out-in-town gigs. He got his start in New Orleans just by going out and watching other musicians. Being in a city so rich in music and musicians, it wasn’t very hard for him to get started.

At first, he would just sit and listen, and during the breaks he would introduce himself to the performers. The next day he would go to the same place, and this time he would bring his trumpet in a nice leather case. The musicians usually remember him and ask him to sit in and play one or two songs with them on stage, as his first unofficial audition. As **Leder** said, “you have to network, because in a city like New Orleans, it’s not what you can do, but who you know; or even more importantly, who knows you.”

As **Leder’s** phone started to ring from people requesting he play trumpet with their band, he became more and

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hey say there is nothing better in life than to do what you love and get paid for it and that's exactly what Leder is doing with his life. At the same time he provides a service to his country, he has the honor of playing with true professionals.

more grateful to be in a city that gives a good musician the opportunities to do what he loves with other good musicians. "To grow as a musician, you need to interact with other musicians, and being here in New Orleans is great. It is rich with so much culture to soak up, and there are so many things to learn." Leder said and he added that there is another benefit to playing out in town. "The extra money doesn't hurt."

Although the money's good, don't think for one second that's why he does it. Like most professional musicians, he eats, drinks and sleeps with music notes floating around in his head. If he's not performing, he's practicing; and Leder practices a lot. At home, he plays in front of his biggest fan, his baby girl Katie.

Just walking around his house, it is clear that this man truly loves doing what he does. Posters of various instruments and musicians hang on the walls, and music books, along with autobiographies of great legends like Miles Davis, rest on his shelves; and that's only going up the stairs. Then you enter the baby/music room, where toy instruments rest on the floor, and a big keyboard sits between his other horns and the baby's crib.

This is where he does most of his practicing, so you can guess what ambitions he has for his daughter. And why not, if she grows to love music half as much as her parents do, they wouldn't be happier.

They say there is nothing better in life than to do what you love and get paid for it and that's exactly what Leder

is doing with his life. At the same time he provides a service to his country, he has the honor of playing with true professionals. Each Navy musician has the responsibility to represent something much greater than they are.



As important as the job is, not everyone can be a Navy musician. You need the passion for music only a true musician has. When asked about his relationship with his music, Leder quoted John Coltrane, who is recognized by many as one of the best jazz musicians in the world. "My music is a spiritual expression of what I am; my faith, my knowledge, my being."

It's that expression of love that Leder shows in his music every day, both on and off the job. ✎

Themistocleous is a photographer's mate assigned to All Hands



▲ MU2 Matt Leder and MU3 Joel Davidson enjoy the incredible trumpet performance of Maurice Brown during a special night out at the "Funky Butt" in New Orleans.

► As he finishes his trumpet solo, at the end of his performance, Leder is finally able to take a deep breath. Leder is performing with Richard Moten's trio, at the Royal Sonesta Hotel on Bourbon Street.

Keeping Her Head in the

Clouds

Aerographer's Mate Airman Nichole Heinze doesn't have to use publicity stunts to grasp the attention of her audience. And, she currently doesn't have a group of fans standing outside her window in hopes of being seen on television.

But the pilots who listen to her during pre-flight briefings aren't interested in any whiz-bang graphics and special effects. They just want the bottom line so they can do what they need to do.


"I have to be able to give the pilots all the ins and outs they need to know about the weather and the ocean so they are able to complete their mission successfully and safely," said Heinze.

That's no easy task either for the "weather guessers" stationed at Naval Pacific Meteorology and Oceanography Detachment Misawa, Japan. In this region of northern Japan, where the base is snuggled between mountain ranges to its west and the Pacific Ocean to the east, it's not uncommon for

the weather to change in an instant. Often, it can even happen in the middle of flights, causing added concerns for everyone involved, including Heinze and her shipmates.

"It's a lot of pressure, but it makes me feel proud knowing I can step up to the plate and face the challenge," this Navy-vet-eran of just under two years added.

As an airman, Heinze fills a position usually held by second or first class petty officers, but her confidence is not lacking, despite being the lowest rank in command briefings much of the time. "It feels real good knowing I'm the resident expert in the meeting as an airman in a room full of officers," she said.

Who knows though, maybe one day she will find herself in front of the computerized weather map on national television letting Betty in Iowa City, Iowa, and John in Miami know what they can expect "in their neck of the woods." 

Keres is a photojournalist assigned to All Hands

Eye on the Fleet

Eye on the Fleet is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for **high impact**, quality photography from **Sailors** in the fleet to showcase the American Sailor in **action**.



◀ **Tie Downs Up**
ADAN Damian White hangs up “tie down” chains on board **USS Harry S. Truman (CVN 75)**, during a composite unit training exercise.

Photo by PH3 Danny Ewing

Exercise Eager Mace ▶
Landing Craft Air Cushion (LCAC) 24 carries U.S. Marines assigned to the 11th Marine Expeditionary Unit embarked on board **USS Mount Vernon (LSD 39)** to the beach during **Exercise Eager Mace**, an annual month-long exercise conducted with the Kuwaiti military to improve interoperability and military relations between the two nations.

Photo by PH2 Aaron Peterson



◀ **All in a Day's Work**
A Sailor assigned to **Explosive Ordnance Disposal (EOD) Team 2, Det. 24**, rappels to **USS George Washington (CVN 73)** from an **SH-60 Seahawk** helicopter, while **AMAN Justen Lee** conducts maintenance on the wing of an **E-2C Hawkeye**.

Photo by JO2(AW) David Valdez



Out 'n Down ▶
ATC Randy Williams readies himself to rappel out of a **UH-3H Sea King** helicopter to a simulated victim below as part of a routine rescue training exercise in Washington State's Cascade Mountains.

Photo by PH2 Michael Watkin



▲ **Sea Security**
Sailors from **USS Monterey (CG 61)** inspect empty cargo containers on board a foreign vessel during a **Maritime Interdiction Operation**.

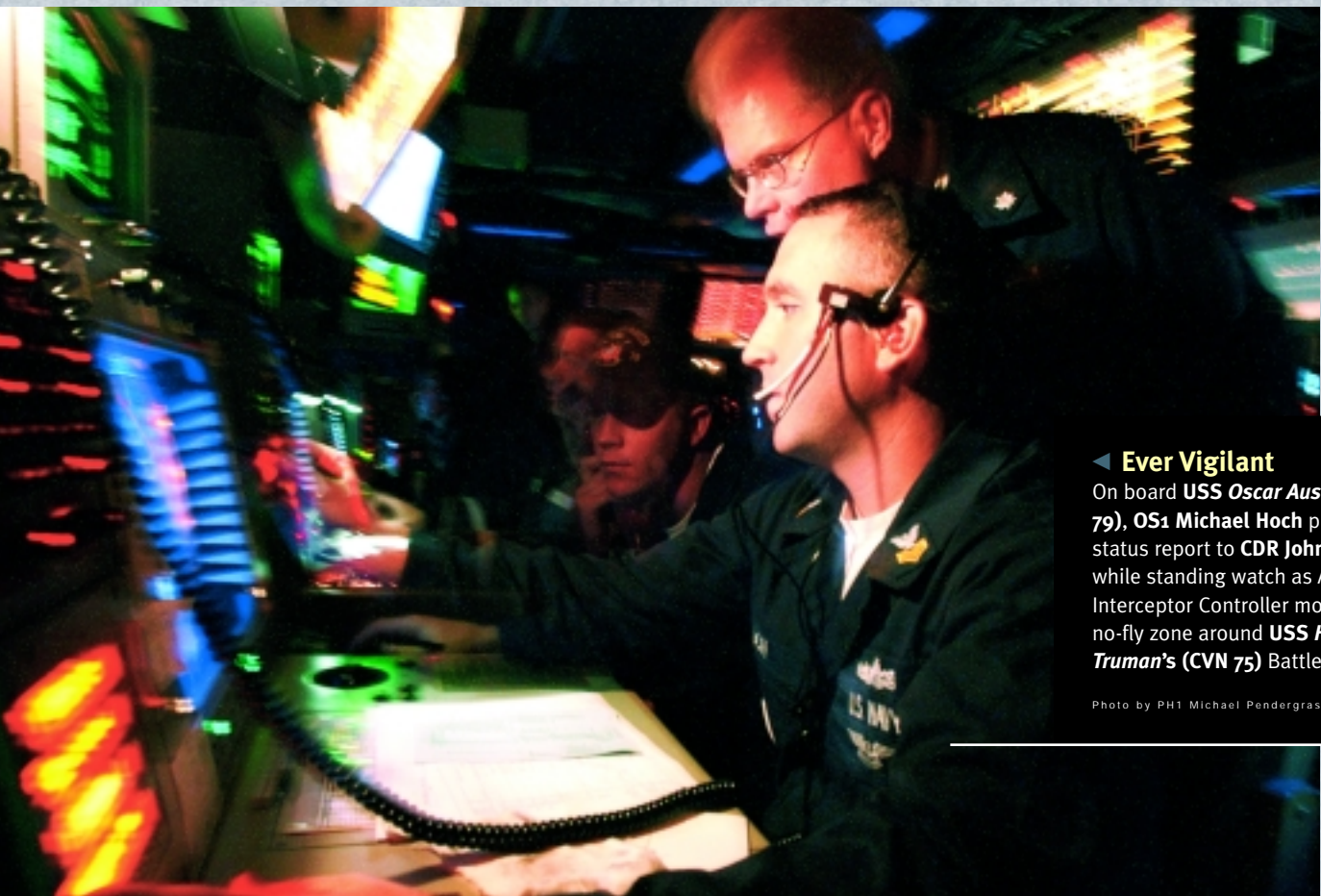
Photo by PH1 David Lloyd

To be considered, forward your **high resolution (5" x 7" at 300 dpi) images** with full credit and cutline information, including **full name, rank and duty station**. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date. Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil

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Eye on the Fleet



◀ Ever Vigilant

On board **USS Oscar Austin (DDG 79)**, **OS1 Michael Hoch** provides a status report to **CDR John Cordle**, while standing watch as Aircraft Interceptor Controller monitoring a no-fly zone around **USS Harry S. Truman's (CVN 75)** Battle Group.

Photo by PH1 Michael Pendergrass



▲ Lock 'n Load

U.S. Marines assigned to **Battery C** of the **11th Marine Expeditionary Unit** make final adjustments on an **M-198 Howitzer** field cannon before a firing exercise.

Photo by PH2 Michael Sandberg



▶ Medical Mission

HM3 Thorin Mayba checks the dosage of an influenza vaccination before giving it to one of the ship's crew on board **USS Abraham Lincoln (CVN 72)**.

Photo by PHAN Phillip McDaniel



▲ MIO Practice

A U.S. Navy SEAL conducts a fast-rope insertion onto the deck of **USS Mount Whitney (LCC/JCC 20)**. The evolution was part of a simulated **Maritime Interception Operation (MIO)**.

Photo by JOC Robert Benson

▶ Flight Deck Fire Safety

A Sailor assigned to the flight deck fire party checks an Aqueous Film Forming Foam (AFFF) hose reel for heat during a simulated fire on board **USS La Salle (AGF 3)**.

Photo by PH2 Todd Reeves



Eye on History

Eye on History is a monthly photo feature sponsored by the Naval Historical Center.

For more photos pertaining to naval history, go to www.history.navy.mil.



◀ **1955**
PHC Richard Kaiser works on camera equipment at Balboa Hospital prior to a press conference.



▲ **1989**
Students wearing goggles, snorkels, SAR-1 flotation vests and fins do exercises on the edge of the pool as part of a training session during the 20-day program at the Navy Rescue Swimmer School, NAS Pensacola, Fla.



▲ **1981**
A chief petty officer on board **USS Wichita (CA 45)** wears a makeshift face mask to fend off the bitter cold during an underway replenishment in the northern Sea of Japan.

Photo by PH1 Fel Barbante

1910 ▶
Commanding officers of most of the ships in the "Great White Fleet's" cruise around the world, (1907 - 1909)



1969 ▶
In the Galapagos Islands, **MU3 Jerry George** shows a little island girl how music is made with a tamborine. The U.S. Navy Band was traveling with ships participating in **Unitas X**.

Photo by PH1 T. R. Sorensen



Don't Forget About Your Sweetheart

Story by JO1 Craig Strawser

Valentine's Day. Just hearing those words brings back a flood of memories. From trading little cards in grade school, to going to the first Valentine's Dance, to finding that one person you know in your heart is right for you, Valentine's Day has always been a time set aside to focus your thoughts on your true love. As Sailors, our job requires us to focus so much attention on getting the mission done that, unfortunately, we may not pay quite as much attention to our loved ones as we should. This year, let's all make that extra effort to show them just how much we appreciate the love and support they so willingly provide.

In the Valentine's Day spirit, here is a little history, and some facts, provided to *All Hands* by www.applesforhealth.com.

Some little-known facts about Valentine's Day:

Valentine's Day has its origins in the ancient Roman feast of Lupercalia, an annual festival held on Feb. 15 to help keep dangerous wolves away from townspeople and their crops. On the eve of the festival, Feb. 14, the young women of the town would write their names on slips of paper, put them in a jar, and every young man would pick out a name at random. The pair would then be partners for the remainder of the festival.

It was 270 B.C. when St. Valentine stood up for love, after Roman Emperor Claudius II forbade Roman soldiers to get engaged or married, believing that married men would rather stay at home than go to war. The priest named Valentine, in defiance of Claudius' orders, secretly married young couples, and on Feb. 14, was punished for his "crime," thereby becoming the patron saint of lovers.

Some old beliefs:

During the Middle Ages, Europeans believed that birds chose their mates each year on Feb. 14. Some people used to believe that if a woman saw a robin fly overhead on Valentine's Day, it meant she would marry a sailor; if she saw a sparrow, she'd marry a poor man, and be very happy; if she saw a goldfinch, she'd marry a millionaire.

If you cut an apple in half and count how many seeds are inside, you will know how many children you will have.

Some charming Valentine's Day Customs:

In Wales, wooden love spoons were carved and given as gifts

on Feb. 14. Heart, keys and keyholes were favorite decorations, which meant "you unlock my heart!" In the Middle Ages, young men and women drew names from a bowl to see who their valentines would be. They'd wear these names on their sleeves for one week — hence the term "to wear your heart on your sleeve." Flowers on Valentine's Day appeared in the 17th Century. A daughter of Henry IV of France gave a party in honor of St. Valentine. Each lady received a beautiful bouquet of flowers from the man chosen as her valentine.

Flowers Still Best Gift For Valentine's

Flowers are still the best way to a woman's heart. According to a survey of 1,007 people conducted by FTD, Inc., the world's largest floral company. Fifty-four percent of women questioned said they'd rather get flowers than perfume or candy this Valentine's Day.

However, while nearly 75 percent of women said they'd like to receive flowers, only 33 percent actually expect to get them.

The poll also finds times are changing — while 76 percent of men surveyed have ordered flowers for a loved one for Valentine's Day, 30 percent of women said they've also given flowers to the men in their lives.

Good News Just In Time For Valentine's Day

A box of chocolates may be more of a heart-felt gift than you thought. Studies indicate Americans have a shortage of copper in their diets, a problem especially acute in those who take zinc supplements to ward off illness.

Zinc inhibits the body's ability to absorb copper, an essential component in maintaining sufficient level of red blood cells, which also protects against free radical damage and contributes to the heart's ability to pump blood. Copper deficiency can resemble iron-deficiency anemia, and long-term copper deficiency can result in high blood cholesterol.

The good news is that studies indicate chocolate is a good source of copper. A 1-ounce square of sweet or semi-sweet chocolate has about 0.2 to 0.3 milligrams of copper.

So take a minute out of your busy schedule to keep your special someone happy and healthy, too. ☞

Strawser is a photojournalist and the assistant editor for All Hands

ET1(SS) Wayne Bixby:

He's Your
Detailer...
Your
Advocate

And his focus
is on **your**
future.

PROJECT
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— **ADM Vern Clark,**
Chief of Naval Operations,
aboard USS *John S. McCain* (DDG 56)
Yokosuka, Japan



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